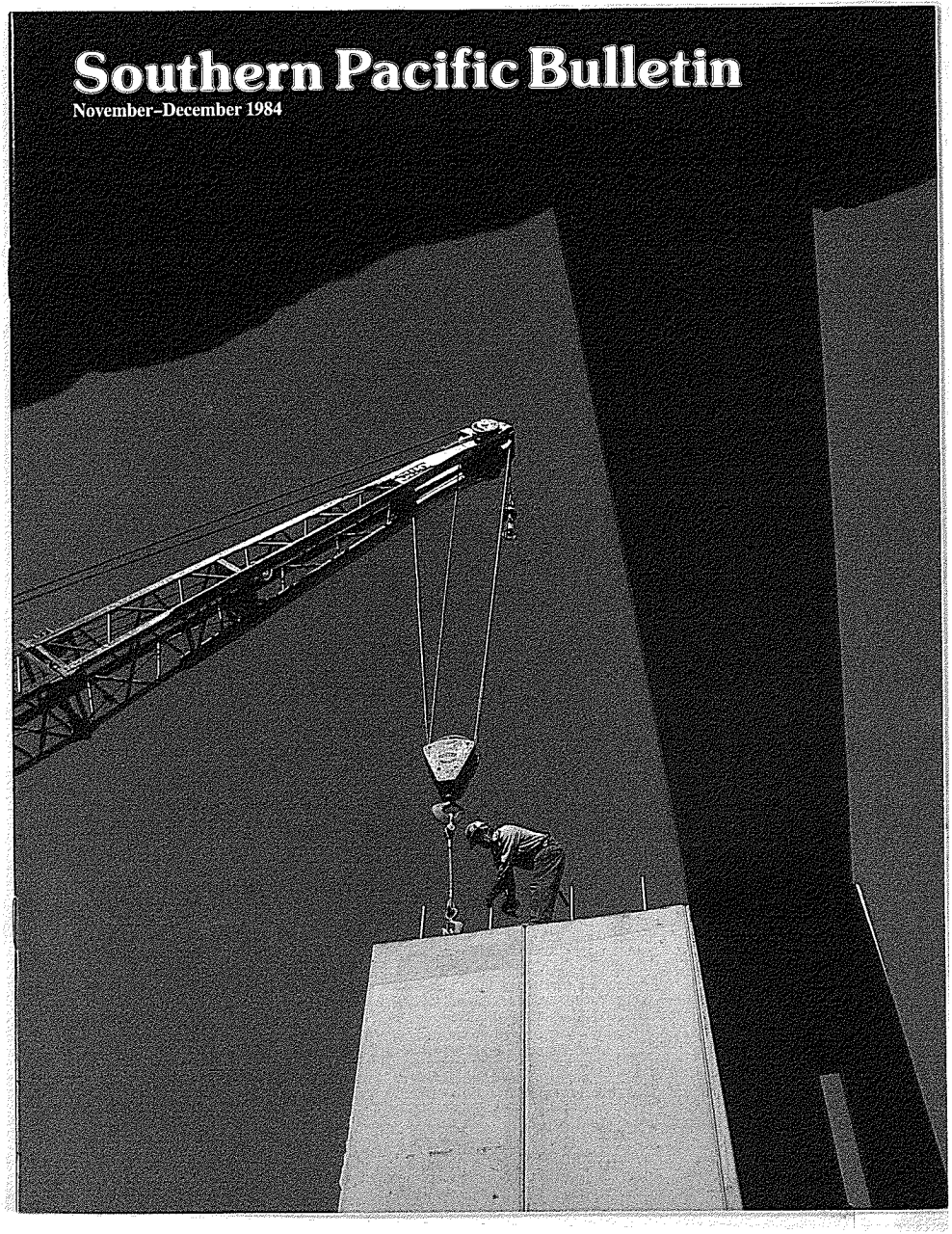
Southern Pacific Bulletin

November–December 1984



SOUTHERN PACIFIC BULLETIN
Volume 58, Number 8
November-December 1984

COVER

High in California's Sierra Nevada, last summer a Bridge and Building crew used six-ton, pre-stressed concrete panels to re-build one of the railroad's few remaining timber snow sheds. See story on pages 18-20. Photo: Shirley Burman.

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Merger Hearings Resume January 7

Interstate Commerce Commission hearings on the merger of the Southern Pacific Transportation Company and The Atchison, Topeka and Santa Fe Railway will resume Jan. 7 at Washington, D.C. before Administrative Law Judge James E. Hopkins.

During this session, witnesses from protesting railroads, shippers and labor unions will be cross examined by SP, Santa Fe and Santa Fe Southern Pacific Corporation attorneys. The issues in January will be their arguments against our merger and, equally crucial, their requests for trackage rights on SP and Santa Fe lines. For more information on the issue of trackage rights, see the September *Southern Pacific Bulletin.*

The ICC hearings began Oct. 1 and may go on for about 10 months. The first session began with five weeks of cross examination of policy makers and expert witnesses for the two applicant railroads and SFSP. The session recessed on Nov. 2.

The policy makers—people like John J. Schmidt, chairman and chief executive officer SFSP; Denman McNear, chairman SPTCo; Lawrence Cena, president of the Santa Fe Railway; and other top officers—testified between Oct. 1 and 15, presenting the overall case for merger.

Among the expert witnesses, about half were consultants, the other half employees of SP and Santa Fe. They defended the many specialized studies contained in the merger application during cross examination by attorneys representing railroads opposed to the merger, government agencies, labor unions and shippers.

The SPTCo merger team left Washington, D.C. in good spirits at close of the first session of the hearings in November. They felt the case had gone well, with all witnesses permitting the opposition to score very few points.

Doug Stephenson, general attorney, commented later, "The success of our witnesses is a reflection of two things: the basic strength of our case and the skill with which it was documented and presented.

"The credibility of our operating plan, which proves savings of at least $220 million in post-merger operating expenses, appears unassailable.

"In addition, the merger application's statement of cost savings and efficiencies—$665 million in avoided capital expenditures alone—emerged unscathed."

Our expert witnesses also testified concerning railroad traffic diversion studies, which are important parts of the merger application. Based on 1982 traffic levels, the studies anticipate the combined rail system will attract about $220 million in gross freight revenues from other railroads, as well as an additional $45 million from motor carriers.

Since the traffic diversion studies were innovative, being the first based on computer modeling to be submitted before the ICC, the opposition attorneys attempted to question their validity. The merger team believes that these kinds of computer-based traffic diversion studies are a more objective and complete predictor of post-merger traffic patterns than traditional studies based on waybill samples.

Computers enabled SP and Santa Fe to base many of their studies on huge amounts of data in a timely manner. Although computers do not improve the substance of the arguments for merger, they expedited the development of accurate, complete and timely merger studies.

Other important evidence supporting the merger stood up well to probing questions by opposition attorneys, including the competitive impact studies and economic testimony. This evidence demonstrates that nearly all shippers experiencing a reduction in rail competition as a result of the merger would nevertheless have substantial access to other transportation modes.

A number of shipper witnesses testified in support of the merger on Oct. 26, including representatives of Continental Grain Company, Owens-Corning Fiberglass, Texaco Chemical Company, Chaparral Steel Company, U.S. Borax and Chemical Corporation, and Potash Company of America. In addition, supporting testimony of more than 320 other shippers was admitted into the ICC record without any cross examination. □

PINT-SIZED, POWERFUL PERFORMER

Forget about bits, bytes and bauds. With user-friendly personal computers you don't need to be a programmer to have the power of a computer at your fingertips.

"Walking didn't seem like such a bad way of getting around until the automobile came along," observes Rohn Brown, mechanical systems coordinator at San Francisco. And he notices that personal computers are having a similar effect on the work habits of today's office workers.

"Budget managers, who used to fill in spreadsheets with calculators and pencils, now prefer to make their entries on a personal computer's electronic keyboard."

The personal computer explosion that started with home computers and video games five years ago, has now found its niche in big business alongside the large mainframes and time sharing systems.

Like other familiar desktop items that revolutionized office work for earlier generations—such as the telephone, electric typewriter or calculator—PCs are the latest business tool to enhance individual performance by improving the speed and quality of work.

About 135 PCs are in use in San Francisco and other locations. They are being used to generate reports, analyze statistics or create graphs and charts.

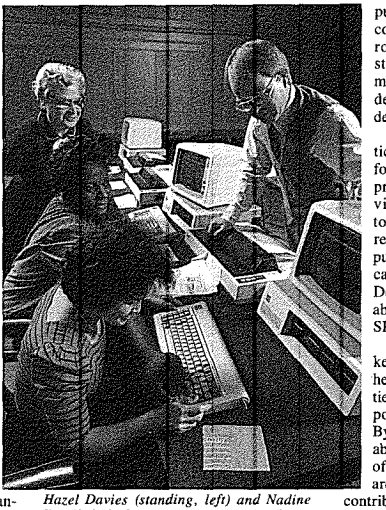
The personal computer's efficiency and versatility can be seen in the variety of tasks it is performing at SP:

• Accounting, the leading user of PCs, first demonstrated the personal computers' efficiencies by recording fuel costs and usage throughout the railroad's far-flung operations in 14-states. Today, its 55 PCs perform more than 350 different tasks—from determining property valuation to deregulation contract control.

• The Mechanical Department anticipates equipment needs, budgets for car repair work and determines production schedules to provide serviceable equipment for our customers using the Car Plan Detail report generated on a personal computer. The Car Plan Detail takes forecast information from the Marketing Department plus freight car availability statistics by car type to project SP's customer equipment needs.

• Product managers in the Marketing Department turn to a PC to help analyze new business opportunities with a report called the Transportation Rate Analysis Summary. By plugging in a number of variables—such as operating costs, type of freight car, routing or rates—they are able to predict if the business can contribute to the railroad's revenues.

• When improvements recently began on Dolores Yard—which will serve the new Intermodal Container Transfer Facility at Long Beach, Calif.—one of the first items installed for the project was a personal computer. The Engineering Department is using the personal computer to handle project management functions,



Hazel Davies (standing, left) and Nadine Woodfork, both senior agents account clerks, and Catalina Del Rosario (foreground), senior rate clerk and division clerk, have been taking classes to learn more about the PC through the Accounting Department's extensive training program. Accounting Manager Jerry Stewart (right) is one of the department's instructors in the formal training program established at the beginning of the year. Photo: Monte Bailey

such as scheduling, labor and material expenses, and equipment inventory. It is a cost-effective solution for performing record keeping and generating progress reports, while providing computer capabilities at a project site.

PCs are the latest evolution in bringing the power of the computer to individuals within the office. ENIAC, the first all electronic digital computer, weighed 30 tons, took up 1,500 square feet of floor space, and used enough electricity to run a small city. Just 35 years later, all of ENIAC's power, and then some, are harnessed in the IBM PC, the personal computer that has been adopted as the "standard" at SP.

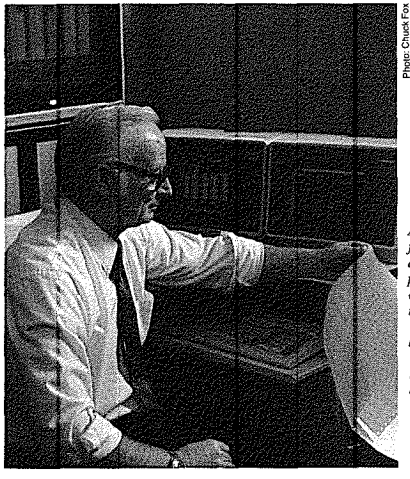


Photo: Chuck Fox

Availability and reliability statistics for SP's fleet of cars and locomotives are maintained on a personal computer. Wes Clanton, manager-quality control in the Mechanical Department, has been using a PC for a year. "I was surprised how quickly I learned to work with it," he says. "It's made it much easier to prepare reports and to generate graphs and charts from them."

"PCs are in their infancy," says Tom Schweich, manager of the new OSEUS (Office Systems and End User Support) group in Management Services. "They are only limited by the user's imagination. Every day, the PC's capabilities are being explored and expanded by the people who use them."

The PC, also known as a microprocessor or "micro," is a self-contained computer with single keyboard and display screen. It's different from the large mainframe computers—the heart of the TOPS TCC and Time Sharing systems—which have hundreds of people using it at one time. Or from minicomputers which are smaller systems—such as the Wordplex word processing system at the General Office—that involve many users with only one central computer. PCs are operated by one person.

"PCs are an effective tool that allows individuals freedom and independence in doing their job," says Peter Grenier, systems analyst in OSEUS. "They are perfect for plugging in a few numbers, doing simple calculations, and updating and revising reports that involve a moderate amount of statistics."

The PC's growing popularity, however, should not be viewed as a move away from larger computer systems.

"PCs are not meant to replace work done on our mainframes," Schweich points out. "Larger computer systems are the only ones that can effectively handle some jobs. Trying to do this work on personal computers would be impossible. As stand alone units, personal computers are quite limited."

Increasingly, PCs are being linked to mainframe computers to draw information from these larger data bases. This communication capability adds to the PC's usefulness while acknowledging the important role of large mainframe systems.

What sets PCs apart from other computers and makes them so popular is their ease of operation. Simple English commands, much like anyone uses in normal conversations, and "menus" from which users select the type of work they want to do, make PCs "user friendly." You don't have to be a computer programmer to know how to use one. And unlike large mainframe computers, you can see what you're doing—it's right on the screen before your eyes—and the results are immediate.

The PC is useful for simplifying some tasks. The Tariffs and Divisions section is responsible for distributing foreign tariffs—rates from other railroads and freight rate bureaus—that arrive by the hundreds every day. Since each tariff has its own distribution list, directions were filed on hundreds of index cards where clerks would log in the new tariff and then copy the names and addresses of the people who receive the new notices.

"It's a dull job," says Pete Masterson, group manager-Tariffs, "but we're using a personal computer to humanize the work."

The work is now being converted to a personal computer which will store the correct distribution information and print out the mailing labels.

When a new foreign tariff arrives, the clerk types in the name of the tariff and the number of the supplement. The personal computer will generate the correct address stickers for all the people who should receive that particular tariff.

One of the PCs most popular uses is for spreadsheets—rows and columns of numbers or other information that are used for budgeting, financial analysis, evaluation of alternative plans, and record keeping.

"Nothing comes close to crunching numbers like computers. Anyone who works with budgets and columns of numbers really apreciates the convenience of having his own PC," says Bob Frelich, manager budgets-Transportation. "It allows you to work with more information. It can handle reams and reams of details, develop trend analyses and produce comprehensive reports. And it makes these reports easy to update. By plugging in a new number, it revises other figures throughout the spreadsheet that may be affected by that number."

Although the PCs' efficiencies are attractive, first-time users may still be hesitant about their initial encounter with the machine.

"It's such a different way of doing work that people are often afraid or intimidated by it at first," Grenier says. "Think of the personal computer as just another business tool. It won't spit at you, and you're not going to blow up the system by pressing the wrong button."

Once a person has gotten over the first hurdle of sitting down in front of a PC and learning the basics, it's hard to keep him

Continued on Page 6

OSEUS

Consultants for Small Computing Needs



Meet the staff of the End User Support Group (left to right): Peter Grenier (standing), Susan McClay (seated), Dave Little, Sheryl Alley, Tom Schweich, and Richard Cresitelli.

With the growth of personal computers around the general office, and the potential for even more in the field, it became clear there was a need for a place where both current users and departments who want to acquire personal computers or word processing capabilities could turn.

Management Services—under its newly established Office Systems & End User Support (OSEUS) group—provides consulting, training, and acts as a service facility to departments that need to know about not only PCs, but also word processing, Time Sharing and ROSCOE.

The nine-member staff is divided into two groups. Floy Brown, Gloria Lamb and Christina Martinez make up the Office Systems half that provides support for word processing systems.

The End User Support group—consisting of Sheryl Alley, Richard Crescitelli, Peter Grenier, Dave Little, Susan McClay and Tom Schweich—offers assistance on Time Sharing, ROSCOE and PCs.

One of OSEUS' important roles is evaluating and recommending equipment and software packages.

"It makes it easier for maintenance, training and program development when guidelines are established for large companies like SP," says Tom Schweich, manager of OSEUS. "Departments may select other brands of equipment, but we try to indicate the advantages of staying within one product line."

Schweich points out that for personal computers, the IBM PC, has become the standard in the marketplace. More software and hardware accessories will be marketed for the IBM PC than for other vendors' systems.

"There are other advantages for establishing one product line. If your machine is broken, you may be able to locate another machine within the building and continue your work," Schweich says. "Training costs are also reduced. Once a person has learned how to use the IBM PC, he or she can use it in another department or on another job without having to be retrained."

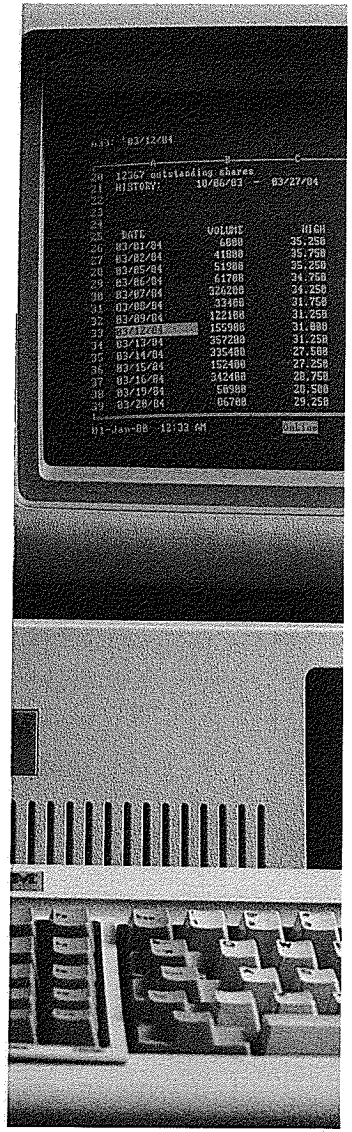
With PCs costing between $4,000 and $8,000 each, compatibility ensures that the money has been carefully spent and that the equipment can be adapted for new uses. In the future, PCs will be more closely tied to SP's mainframe computers. Eventually, it will be possible for PCs to pull data from mainframe computers and retrieve electronic mail.

At a glance, here's what OSEUS offers:

- Training and support of Wordplex word processing.
- Evaluation, training and support of selected personal computer hardware and software. Many software packages covering all major functions are supported. Debugging assistance is offered for supported packages.
- Assistance to the user in problem analysis to determine the applicability of supported tools. Limited development of prototype or demonstration systems is available.
- Help with installation of personal computers.
- Assistance in obtaining access to Time Sharing and ROSCOE services.
- Selection and set-up of user terminals, selection and acquisition of users manuals and other documentation.
- Planning and development of office automation.
- A newsletter—"Southern Pacific Computing-Micros & Mainframes"—to help people make better use of the computer facilities, and to provide a forum for discussing mutual problems and needs. □



Manual typewriters are made obsolete with word processing systems. In the General Office, 68 Wordplex word processing terminals are tied into a mini-computer that can store up to 50,000 pages. Gloria Lamb (left), Christina Martinez and Floy Brown assist users with office automation and word processing needs.



or her away from the computer. A little bit of training whets the appetite for learning more about the electronic device that can eliminate many tedious tasks.

Introductory classes are taught by OSEUS and the Accounting Department.

OSEUS offers classes and seminars on a variety of topics such as PCs, time sharing and software packages.

In the Accounting Department, PCs are improving productivity and accuracy, while eliminating some of the paperwork. The Department's formal training program was established to meet the specific needs of the users of personal computers, but everyone in the department is encouraged to take the classes and learn more.

More than 375 people have attended classes that range from a one-hour "Introduction to Personal Computers," to the more advanced 2½ hour classes that cover all aspects of the Lotus 1-2-3 software package. The first classes for Lotus' new Symphony software package began in November.

Accounting Manager Jerry Stewart and Senior Systems Accountant Tom Yee teach most of the classes offered in Accounting. The classes provide hands-on experience and are often limited to six people or fewer.

"Acceptance has been remarkable. For most people, learning to use a PC has been exciting and it has sparked new interest in their jobs," says Ben Hennig, assistant to controller. "PCs have reduced a lot of the drudgery that's part of their job and taught them a new skill that will undoubtedly benefit them throughout their careers.

"We see PCs as work stations where information flows into and out of the areas electronically rather than on paper," Hennig says.

Wayne Chew, manager of equipment-engineering and planning in the Mechanical Department, says that "personal computers allow people to be more productive and imaginative. It lets people devote more time for finding solutions to other problems."

Mechanical uses its PCs to handle forecasting, budgets, planning and statistical analysis. Although the department has only three personal computers in San Francisco—and they've only had them for a year—nearly everyone on the staff knows how to use them, including Bob Byrne, vice president-maintenance. He uses the PC hooked up to large video monitors to make presentations at SPTCo Board Meetings.

"We have people using PCs who've never had an interest in them, but they've discovered how helpful they are," Chew says. "Sometimes people are lined up waiting to use them."

Although the personal computer has been around for a short time at SP, it is finding plenty of work to do and already some advanced uses are being implemented, with other applications on the drawing boards.

SP customers are getting the latest information on tariffs from a computerized system that uses a personal computer's word processing capabilities with a minicomputer that stores information on thousands of different rates. During the first nine months of this year, rate changes were made on 2,780 pages and more than 3.3 million revised pages were distributed to SP's shippers who must be kept advised of these changes.

Division budget officers, who plan and control expenditures on the division level, recently received personal computers in each of their locations. They are able to access the Time Sharing system to communicate information to San Francisco or to each other around the system.

There are more than 1,900 TOPS and TCC terminals located throughout the system and at off-line sales offices. Management Services personnel are looking into the possibility of replacing some of these units, which are used to collect and disseminate data and information, with IBM 3270 PCs or similar devices which would perform that function and also serve as a personal computer.

What's ahead for the PC? Without question there will be more of them in the General Office and throughout the system.

It won't be long before a personal computer will be as common a desktop sight as the telephone. □

PC Discount Update

A year ago, the *Bulletin* included a postcard in the December issue surveying employee and retiree interest in purchasing personal computers through a group discount.

Since then, representatives from the Management Services Department have tried to reach an agreement with the manufacturers and vendors for this discount. Responses to date have been unsatisfactory.

"Employees who have an interest in purchasing a personal computer should pursue this on their own," advises Tom Schweich, manager office systems and end user support in Management Services. Schweich recommends checking PC publications for discount prices and help in selecting your PC.

Third Quarter Earnings

Santa Fe Southern Pacific Corporation reported third quarter net income from continuing operations of $137.4 million or $.73 a share, up from $132.6 million or $.71 a share in 1983. Revenues for the quarter of $1.7 billion were up 7 percent from the prior year. Nine month net income from continuing operations was $387.4 million, or $2.04 a share, up 55 percent from the $249.4 million, or $1.33 a share reported in 1983.

Third quarter operating income for the transportation group approximated last year. Santa Fe Railway's operating income of $71.6 million was down slightly from the excellent results a year earlier. Southern Pacific Transportation Company, currently held in trust, reported operating income of $7.5 million, also down slightly. The decreases on both railroads were attributed to increased operating expenses. □

NWP Sale Final

On Nov. 1, the Northwestern Pacific Railroad Co. concluded the sale of its 162-mile Eel River Line for $5 million.

The line will be operated as a short line railroad under the name Eureka Southern Railroad. The day of the purchase, the new railroad moved a trainload of 30 empty cars from Willits, Calif., where the Eureka Southern connects with NWP, to Eureka, Calif., to begin business.

SP and Santa Fe, the original owners of the NWP, spent about $15 million to build the link between Willits and Eureka, finishing the job in 1914. In 1928, SP purchased Santa Fe's interest in the NWP.

The Eureka Southern is the property of the Northwestern Pacific Acquiring Corporation, headed by President Bryan R. R. Whipple.

Due to continuing high maintenance expenses and declining business in the area, losses continued until SP decided to seek Interstate Commerce Commission approval to abandon the line in September, 1983, although negotiations with Whipple were already underway. With ICC approval of the sale, the abandonment application is being dismissed. □



Hands Across the Border *Last September the first trainload of El Caminos assembled at General Motors' plant at Ramos Arizpe, Mexico, left for U.S. markets via Eagle Pass and Southern Pacific. To celebrate, representatives of SP, GM and Nacionales de Mexico, the Mexican rail system, scheduled festivities including mariachi music, a plant tour and a special train. Among the dignitaries attending were (left to right) Denman McNear, chairman SPTCo; Daniel Inda Hernandez, director of acquisitions, materials and control and logistics for GM at Mexico City; William Hempel, plant manager for the GM assembly plant at Ramos Arizpe; and Eduardo Cota, director general for Nacionales de Mexico. Houston Assistant Vice President Sales Bob Thruston, who also attended, calls the Ramos Arizpe business "a major movement" for SP.* Photo: Bob Thruston

Reduced Crews On The Western Lines

Since June, about 13,000 trains on the lines west of El Paso have run with one less trainman, due to a reduced crew agreement with the United Transportation Union.

Other railroads finalized reduced train crew agreements with the UTU as early as 1977, but it was important to SP to stipulate that long trains not be a reason for abandoning reduced crew arrangements.

Bill Loomis, senior manager labor relations, summarizes the agreement like this. "The agreements SP used to have with the UTU said train crews (a term that excludes firemen and locomotive engineers) must have a conductor/foreman and at least two brakemen/yard helpers. Now they say crews need only a conductor/foreman and one brakeman/yard helper. Because present employees retain the right to work as a second brakeman/yard helper, we'll continue to see such positions occupied until attrition takes place."

Conductors and brakemen are in road service, foremen and yard helpers in yard service.

The UTU represents the people involved in the reduced crew agreement, brakemen and yard helpers. People in engine service, locomotive engineers and firemen, are not affected by it.

Under terms of the new agreement, the second brakeman/yard helper position is "blankable," not eliminated. Employees hired before June 28, 1984, still have a right to fill it. They are therefore said to be protected. Three-person train crews will be around until most of those hired before last June have retired.

There have been no new hires since June in either the brakeman or yard helper categories. But when new hires acquire seniority, they may not hold blankable positions.

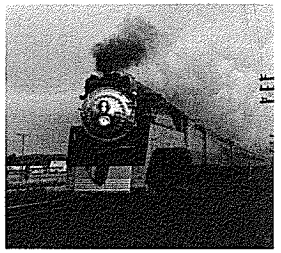
Through labor negotiations, the railroad won this opportunity for more efficient operations, offering affected employees more paid leave and extra cash, through payment of an arbitrary for trainmen in reduced crews and through annual payments from a productivity fund for protected employees. □

Clinker Clicks With SP

In October, the first of five 60-car trainloads of clinker imported from Japan ran between the Port of Richmond in the San Francisco Bay Area to near Mojave, south of Bakersfield.

Clinker is a granular material that improves the adhesive properties of Portland cement. Each car carried 95 tons of it. Altogether, the five unit trains hauled 28,000 tons of clinker.

Transportation Analyst Tom Daniels works with the Construction Materials Product Management group, headed by Walt Jackson. He assisted in negotiating the contract for this move and says, "These are the first imported cement clinkers through the Port of Richmond. We're glad the customer chose SP this time and hope to handle future moves." □

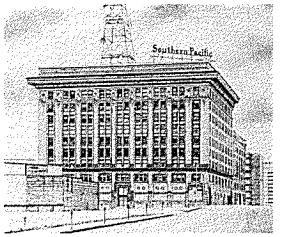


The 4449 powers its way up the Hito Hill grade near Woodburn, Oregon.

1985 Calendar Features 4449

The 4449's historic trip to New Orleans for the 1984 World's Fair is the subject of this handsome 1985 calendar. The calendar, which measures 14″×20″, includes six color photographs of the World's Fair Daylight in Oregon and northern California. The pictures are suitable for framing and were taken by Robert Leachman. Copies of the calendar may be purchased for $7.95 postpaid by sending a check or money order to: Robert C. Leachman & Associates, 8985 S.W. Leslie St., Portland, OR 97223. Allow four to six weeks for delivery. □

Photo: Murray Getz



Artist Steven Besselman's black and white drawing of the Houston general office.

Portrait of a Building as a Young Landmark

Noted Houston artist Steven Besselman has completed a black and white graphite drawing of the Houston Southern Pacific building.

"I was excited about the opportunity to do the SP building," commented Besselman, "since so many downtown landmarks are either being torn down or irrevocably changed."

If you think the style of the building is similar to that of the general offices in San Francisco, you're right. Architect Jarvis Hunt designed both structures.

The Houston building was constructed between 1910 and 1912 at a cost of over a half million dollars by Southern Pacific Building Company. At that time, it was one of the tallest buildings in Houston (nine stories) and the last word in modern conveniences.

Since there was no public water system, two water wells were dug during construction to supply fresh water. The building also boasted four elevators.

Besselman, who was commissioned by a group of SP employees, is one of the most collected artists in Texas. His almost unbelievable attention to detail is readily apparent in this effort, which took three months to complete.

A framed print has been donated by the artist to Southern Pacific and will hang in the building's lobby.

A limited edition of 400 signed and numbered prints is available for $125. Ten signed and numbered artist proofs are available for $175.

For details regarding the prints or the original, call the Besselman Studio at (713) 522-6500 or write Steven Besselman, c/o ESF Group, P.O. Box 19492, Houston, TX 77224-9492. □

Analysts Hear About Rail Merger and SFSP

Separately, the financial outlook for the Santa Fe and Southern Pacific railroads appears bleak, but together they can compete in the transportation industry.

This was the message John Schmidt, chairman and chief executive officer of Santa Fe Southern Pacific Corp., brought to the New York Society of Security Analysts in late October. Rob Krebs, president and chief operating officer of SFSP, presented a similar message to a group of analysts in Houston in early November.

"I am not optimistic about the long-term prospects of the AT&SF and particularly the SPT, standing alone, to remain as financially healthy railroads capable of competing effectively with the Union Pacific, Burlington Northern and other modes of operation," Schmidt said. "In my view, it is only through merger that we can achieve the degree of efficiency and financial stability necessary to provide that competition and to warrant the level of capital investment required to sustain the competitive service capabilities of our rail operations."

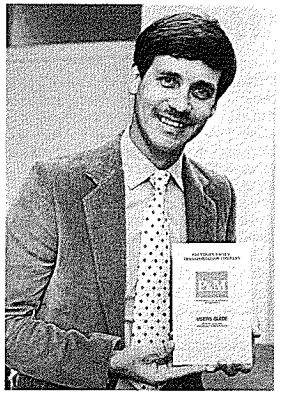
Talking to analysts in Houston, Krebs itemized the problems of the two railroads as independent competitors, pointing out that even during the economic upswing, SPTCo has an operating ratio (percent of revenue going to operations) of 98 percent, compared with about 90 percent for the Santa Fe. Krebs said, "We used to have ratios in the low 80s, and that's the ratio we should have today. We don't see the possibility of either railroad getting there independently."

Krebs said that truck competition controls pricing and that recent federal legislation—the Surface Transportation Act of 1982—enables motor carriers to reduce costs by as much as 20 percent. □

Railroad Retirement

Next month, railroad retirement tax rates and the maximum amounts of compensation subject to retirement taxes will increase. Also beginning in 1985, the maximums will be applied on an annual, rather than monthly, basis.

Railroad retirement annuitants, like social security beneficiaries, will receive cost-of-living increases in January 1985, on the basis of the 3.5 percent rise in the Consumer Price Index (CPI) during the 12 months preceding October 1984. □



New, Handy Guide *Rich Armstrong, administrative manager in the Purchases and Materials Department, shows off the new Users Guide being distributed to 3,000 people around the system who frequently acquire materials and services. The booklet, "How to Acquire Materials and Services," is designed to familiarize other departments with P&M's policies and procedures and to serve as a convenient reference manual for the proper instructions that help expedite requests.*

Additional copies are available through Armstrong (Ext. 1794 at San Francisco).

Olympic Book Offer Still Available

The *Commemorative Book of the Games of the XXIIIrd Olympiad*, the official, limited edition book of the Summer Games, may still be purchased at a special discount.

The 288-page, 9×12-inch hardcover edition with hundreds of color photographs may be purchased for only $28.95—a substantial savings off the $44.95 suggested retail price—through January 1, 1985.

Send orders to ISP Commemorative Book, 7132B Garden Grove Blvd., Suite 407, Westminster, CA 92683. Payment should accompany the order and may be made by check (payable to ISP Commemorative Book) or by Visa, MasterCard or American Express (include account number, and where appropriate, name of bank and expiration date). □

Carloadings Dip in September and October

SP system carloadings for September and October fell one half of one percent when compared to the same period last year.

Intermodal carloads increased about 17 percent. Continued demand for smaller volume shipments, aggressive marketing strategies, and increased imports in containers have kept Intermodal growth strong.

Agricultural and Food Products showed a modest decline of 2.75 percent, due mostly to reduced carloadings of melons and citrus fruits. Both melons and citrus fruits were hard hit this season because poor weather conditions shortened the growing season and forced shippers to move product quickly to market via truck. We are now seeing the tail end of the melon season and a slowdown in the citrus movement. Although the numbers are down, they are slightly better than previous months, hinting at a recovery from the summer weather and truck competition.

Chemicals and Petroleum Products were down 4.4 percent for the combined months. The drop was due to a 54 percent decline in carloadings of industrial gases in September, which was actually a correction to previous misclassification of another commodity. October carloadings of Chemicals and Petroleum were up 11.93 percent and helped offset September's drop.

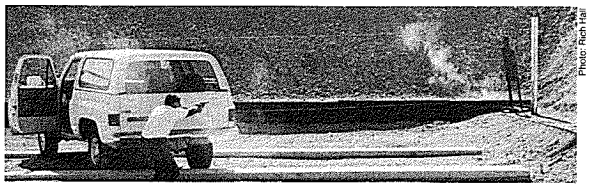
A drop in carloads of passenger cars and motor vehicle parts contributed to the overall decline in Transportation Equipment. First hit by the UAW strike here in the United States, General Motors recovered long enough to complete the year's model changeover before the Canadian UAW struck. The effect of these three consecutive shutdowns has been a greatly reduced flow of traffic. We anticipate a return to normal levels now that these matters are settled because consumer demand for automobiles is strong.

Forest Products lost about nine percent over last year. Logs (down 35 percent), millwork (down 21 percent) and building paper (down 32 percent) were principal contributors to the decline. The forest products industry continues to be depressed due to high interest rates. We continue to lose market share in the eastern seaboard and southern markets to nearby suppliers and we cannot compete successfully with trucks offering lower rates locally. We must wait to see if the current lowering of interest rates will favorably affect consumer demand for housing. If so, we can look forward to increased loadings of lumber for housing. □

System Indicators	September/October	Change/1983
Net Ton Miles, System (billions)	14,224	+ 3.93%
Carloads, System	270,727	− 0.54%
Intermodal	56,332	+17.19%
Agricultural, Food Products	25,538	− 2.75%
Chemicals, Petroleum	49,020	− 4.42%
Transportation Equipment	15,143	− 9.02%
Forest Products	45,224	− 9.10%

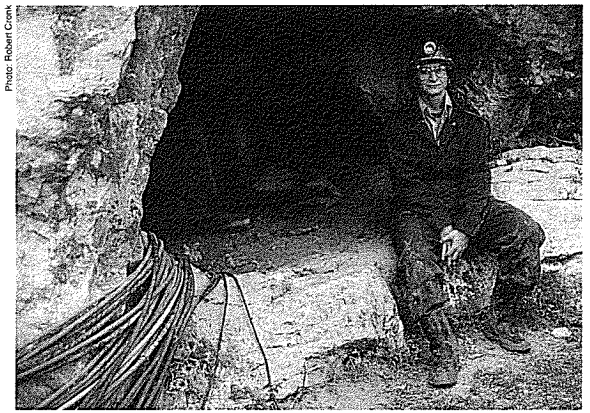
Prepared by Office of Forecasting

Photo: Rich Hall



Tucson's New Range *SP Patrolman Steve Rodriguez demonstrates his skill with his service revolver at the new SP Police shooting range at Wilmot, about 12 miles east of Tucson. The new 100-yard pistol and rifle range is used for SP police training and is also made available to other law enforcement agencies in the U.S. and Mexico.*

Photo: Robert Cronk



Kathryn Chintoanu in her vacation gear at the mouth of Romania's Closani cave. A research station inside gets power, but no light, through the cables at left.

Vacationing in a Cave

Not for Kathryn Chintoanu were the beaches of Waikiki during her two weeks of vacation last year. She used her time off from her job as an intermodal clerk at the Los Angeles Transportation Center to check out "the significant biological and geological features of Romania's caves so that they can be better appreciated and thus protected" under the auspices of Earthwatch, a Belmont, Mass., non-profit corporation.

Earthwatch is an organization of scholars and citizens working together. Its professional members sponsor research expeditions, and non-professionals like Chintoanu participate in field work under their guidance.

She felt she could contribute because of knowing the language and terrain of Romania from her two years there as a Fullbright scholar studying folklore.

Chintoanu's trip to Romania is only one of hundreds of Earthwatch expeditions, although the first to an Eastern European country. Others have included studies of Maya Toolmakers, Church and Town in Gaul, Teaching Dolphins Language and the Wild Ponies of Assateague, Maryland, to name only a few.

The non-professionals, in terms of Earthwatch field work, of the Romania expedition were Chintoanu, a psychologist, a dentist, a computer scientist, a guitar student, and a wildlife biologist who works as a parttime secretary. They were divided into three teams: aquatic biology, terrestrial biology and geology. Chintoanu was on the terrestrial biology team, led by Romanian biologist Serban Sarbu.

Under Sarbu's direction, Chintoanu used pincers and a fine hair brush to collect samples of species hiding in vintage guano deposited by generations of cave bats. Says Chintoanu, "the cave-dwelling bugs and worms are small and blind, with little coloration, having adapted perfectly over time to the darkness of the caves.

"In the caves, I carried a carbide lantern for light or wore it on my helmet. We rafted to some of our work sites and used various climbing skills, often on belay (security ropes) or cable ladders for vertical ascents. Though cave temperatures are comfortable and constant, wool clothes and rubber boots were standard gear because we got wet so often."

She says, "Nature is awesome and fierce, yet gentle, in the caves. Most important to me was learning about the cave environment and the need to preserve it." □

He Can Handel The Messiah

This Christmas season, the San Francisco Symphony will present Handel's Messiah in its two and a half-hour entirety. The tenor part is hard on the voice and takes a lot of stamina but singing tenor in the chorus will be Ed Barnes, chief telephone operator at San Francisco.

He uses his voice professionally mostly to set up conference calls and refer callers to other numbers. Nevertheless, in 1983 and 1984, Barnes was one of 180 people (out of 1,000 experienced and skilled amateur singers) to pass arduous auditions for the San Francisco Symphony Chorus, not just for the Messiah, but for productions year 'round.

According to Barnes, the first part of the audition was relatively easy: he sang a piece he'd prepared. The second part was harder: he sight read a surprise selection by the chorus director.

Barnes went to the first audition on a dare from a friend in his church choir, and he's never regretted taking up the challenge for a variety of reasons:

He enjoys the fellowship of the other volunteers and professionals (an elite group of 30 in the 210-voice ensemble) and acknowledges that "it's a thrill to be able to sing with one of the best symphony orchestras in the world and to be on stage with stars of the classical music world."

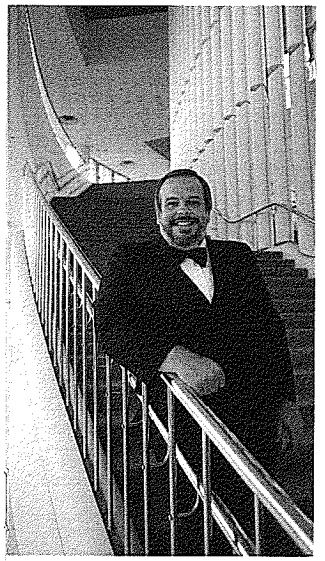
He also enjoys knowing that his voice, along with the rest of the group's voices, are on the soundtrack album from the movie "Amadeus." And the annual chorus retreat at Half Moon Bay, Calif., and the at least weekly rehearsal sessions at Louise M. Davies Symphony Hall are great fun. In fact, Barnes has become a chorus activist and serves on the governing board which handles suggestions and social activities for the chorus members.

Barnes says, "The chorus is an opportunity I would never have had in Poland, Ohio." He was born there and started piano lessons four years later. However, he's never studied voice.

In manner, Barnes is cheerfully irreverent, and it's only at Christmas time that he would mention the most important thing he gets from his singing with the Symphony chorus:

"We sing so many masses with the symphony that it's often a profound emotional and spiritual experience. I'm a church member and a volunteer with the Episcopal Chaplaincy at San Francisco General Hospital, and for me, it's an opportunity to reaffirm my belief in the life hereafter.

"Singing Brahms' Requiem Mass or almost anything by Bach always reminds me that the rapture of the music was inspired by God, and knowing that helps me overcome all kinds of sorrows." □



When he stands with the other tenors in the San Francisco Symphony Chorus at the city's new and modern symphony hall, Ed Barnes wears formal dress, not his usual attire when at work as chief telephone operator at San Francisco. This holiday season, the Chorus will be singing Handel's Messiah in its entirety.

Photo: Jim Johnson



At their new home, the Little Rock Ronald McDonald House, Jack and Virgie Barfield are getting involved in the lives of families with critically ill children.

Home Is a Very Special Place

When Chief Clerk Jack Barfield of the Pine Bluff Division Superintendent's Office leaves work, he goes home to a very special place.

Last July, his wife, Virgie, resigned her executive position at a Pine Bluff bank to become resident manager at the Ronald McDonald House located near the Little Rock Children's Hospital. The Barfields gave up her well-paid position and their own home in Pine Bluff for a 40-mile commute for him and the chance to help others.

The Ronald McDonald Houses are a nationwide network of 24-hour-a-day, seven-day-a-week facilities, providing free or low cost living quarters for families of critically ill children confined in nearby hospitals. The Little Rock house was established in August, 1980, by the Parents and Friends of Children, Inc., and later joined by the McDonald's Restaurant Corporation, which provides 50 percent of the funding.

Other expenses are met with private donations, with Virgie as financial manager. She is also cook, maid and tour guide. For her efforts, the Barfields receive living quarters within the house, certain living expenses and a nominal salary, while Barfield's contribution—yard work, plumbing and electrical maintenance—are strictly volunteer.

Since their children are very ill, the families staying at the house may be summoned to the hospital at any time. "It's really changed our lifestyle," says Barfield, who knows that the "burnout point" for resident managers is generally reached within two years.

"But we came on faith," he says, "and I think we'll make it."

So great is the need for housing for parents of critically ill children that plans are already being made for a second house, plus an administrative center.

"Some of these parents have been here to be near their sick children since before we came in July," says Barfield. "It's such a painful situation for them; I don't know how they make it."

In part, they make it because of the unselfish support of people like the Barfields.

—Jim Johnson

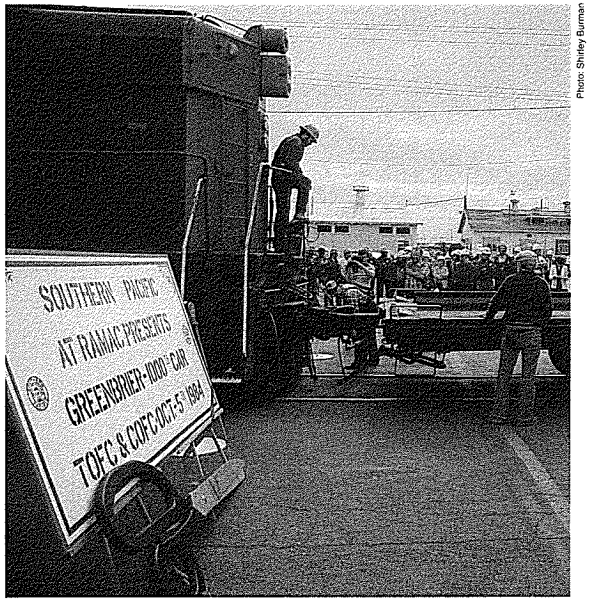
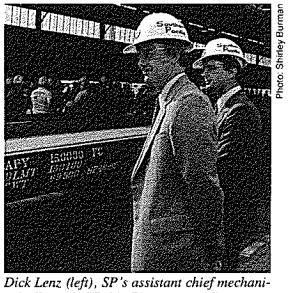


Photo: Shirley Burman

Television crews and workers at RAMAC watch as the 1,000th Greenbrier car is spotted for the ceremony held at Roseville.


Photo: Shirley Burman

Employees and guests enjoy a steak dinner to celebrate the occasion.


Photo: Shirley Burman

Dick Lenz (left), SP's assistant chief mechanical officer, and Robin Bisson, operations manager for Greenbrier Leasing Co., look over the 1000th car that SP forces have converted to intermodal service.

1,000 . . . And Still Building

Employees watched proudly as the 1,000th intermodal flatcar produced for the Greenbrier Leasing Company rolled off the production line at SP's major rail car rebuilding plant at Roseville on October 5.

During the past two years, SP's Rehabilitation and Maintenance Center has worked on about $22 million in contracts rebuilding cars for Greenbrier.

When the present contract is completed in May 1985, SP will have rebuilt 1,400 cars.

The cars, converted from outmoded open multi-level automobile transport cars and flatcars, will be used to handle increased intermodal traffic consisting of highway trailers and ocean containers.

The first intermodal flatcar built for Greenbrier Leasing was delivered October 28, 1982, as part of a $6 million order for more than 400 cars. A second contract of more than $6 million for about 400 cars was completed in May. Deliveries under a curent contract of more than $9 million for nearly 600 cars will be completed in May 1985.

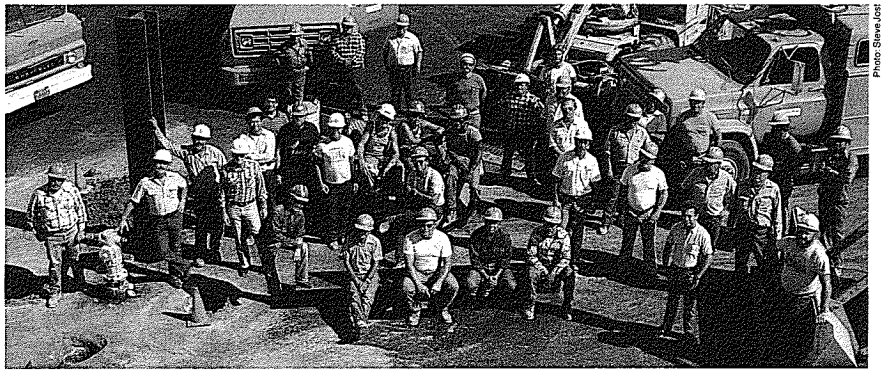
The cars are the first produced at SP's Roseville facility for an outside firm.

Southern Pacific is leasing back from Greenbrier all of the cars to handle the growing trailer and container-on-flatcar business. Intermodal traffic on SP increased 58 percent from 1981 through 1983, from 161,000 to 255,000 carloads.

Each of the new flatcars will carry two 40-foot or two 45-foot trailers or containers.

Assistant Chief Mechanical Officer Dick Lenz, RAMAC Plant Manager Bill Schwoerer, William Furman, president of Greenbrier Leasing Co., and Robin Bisson, operations manager for Greenbrier presided over the ribbon cutting ceremony. Camera crews from two television stations recorded the event for the evening news.

Following the ceremony, 350 employees and guests enjoyed a barbecued steak lunch prepared by 30 of RAMAC's best chefs. □


Photo: Steve Jost

SP workers put forth a real team effort while making improvements at City of Industry.

City of Industry Expands

Anyone who hasn't been to the City of Industry Yard in a while would notice quite a change in the old surroundings.

Gone are the half dozen yard buildings that used to stand east of the main terminal office. In their place is the newest of the expanding SP intermodal facilities in the Los Angeles Basin.

When fully completed in 1986, the $11 million, 70-acre facility will contain 162 car spots on five tracks with parking for up to 1,900 trailers.

Improvements on the facility began December 7, 1983 under the direction of Project Engineer Jim Young. Buildings were demolished, existing business operations relocated and soil test borings conducted.

Stabilizing the wet silty clay soil proved a major challenge. In order to handle the heavyweight demands of intermodal traffic, crews removed up to five feet of soil in some areas. Base rock and sand materials were mixed in to provide a stronger foundation.

The pathways and turning areas where overhead cranes operate along the two new service tracks received 26 inches of paving—12 inches of concrete, 8 inches of cement-treated base and 6 inches of aggregate. Where the heaviest truck traffic is anticipated, 26 inches of paving included a 12-inch asphalt top.

Royce Green, district maintenance of way manager at Palmdale, coordinated the track work that included an SP work force of 50. Total manpower, including outside contractors' crews, raised the figure to 100.

Assisting Young and Green were B&B Supervisors Don Knosp and Mike Medina, General Electrical & Mechanical Supervisor Tom Beese, and Assistant Superintendent–Communications Dick Shermer.

"We were on a tight time schedule," says Green. "The challenge was to coordinate the work to get the job finished on time."

Young and Green praised the hard work and dedication put forth by the employees working on the project. "They put up with a lot of inconveniences," Young says. "We kept the yard open during the construction and we had to find ways of working around these activities without falling behind in our schedule. And, of course, everybody's car out there was covered with dirt and dust, but there were no complaints."

Crews working on the yard improvements wrapped up their work on September 7. Some intermodal business is now being handled at City of Industry. Once additional work on the gatehouse and a few other areas are completed early next year, City of Industry will rank as one of SP's finest intermodal facilities.

—Tony Adams


Photo: Steve Jost

Looking over plans at City of Industry are (left to right): B&B Supervisor Mike Medina, Rodman Tom Andreyuk, Assistant Engineer Ed Akman, District MofW Manager Royce Green and Civil Engineer Pat Casey.

LIFESAVER

Operation Lifesaver, the nationwide campaign to reduce accidents at highway-railroad crossings, sponsors public education programs to remind both drivers and the general public that accidents and fatalities can be prevented. This on-going program, which SP supports in conjunction with national and state agencies, has been in the spotlight in several states in the last few months.

California Kick Off *Railroad Crossing Safety Day led off California's first Traffic Safety Week in 11 years. Diane Steed, head of the National Traffic Safety Administration, addressed 240 state traffic safety leaders who gathered in Sacramento for the kick-off of Traffic Safety Week in mid October. Safety programs need teamwork, says Steed, and Operation Lifesaver's efforts to combat crossing accidents is a fine example of separate organizations—state agencies, law enforcement officials, educators and railroads—working together to achieve a common goal.*



Left to right: SP General Manager Rollin Bredenberg, Santa Fe General Road Foreman of Engines Homer Henry, Diane Steed, SP General Manager Charlie Babers, Peter O'Rourke, Director of Calif. Office of Traffic Safety and Chairman of Calif. Operation Lifesaver Committee, and UP General Manager Robert Irion.

Photo: Shirley Burman



Missouri Shows 'Em *The Show-Me Special, an Operation Lifesaver train, took 250 elected officials, safety representatives and news media, for a ride between Kansas City and St. Louis. The special train had a television camera mounted on the nose of the lead locomotive. Television monitors in each coach gave the guests a chance to see what it's like to be in the cab of a locomotive while drivers play Russian Roulette at grade crossings. The trip was sponsored by the Cotton Belt and other railroads in Missouri. At Jefferson City, Governor Christopher Bond met the train and signed a proclamation declaring Operation Lifesaver Week. Cotton Belt Locomotive Engineer Pete Wadlington (left) and Public Relations Manager Jim Johnson (center) talked with Governor Bond.*

Photo: David Hente, Cape Giradeau Bulletin

Texans Go To Schools

"That's about as funny as a train wreck."

It's a sarcastic remark youngsters use with one another. But when Houston Division Locomotive Engineer David Battle does the talking, no one laughs.

Battle recently spent a day speaking to more than 360 students enrolled in driver education classes at Deer Park High School in a Houston suburb as part of the Operation Lifesaver Program.

During his presentations, Battle tries to give students some idea of the power and force behind a 6,000-ton train.

"A train is 4,000 times heavier than an automobile," he says. "Or to put it another way, imagine a can of your favorite soft drink. Now imagine a car. That car is about 4,000 times heavier than the soft drink can.

"What would happen to that soft drink if a car ran over it?" Battle pauses to let the image sink in. "Well, that's what happens when a train collides with an automobile."

It's a good analogy—one that impresses the students. But it doesn't begin to compare to what they are about to see.

When Battle tells the class he's going to show them film clips depicting car/train wrecks, some of the students respond with cocky replies. "All right," one student says. Another adds: "This is gonna be great."

Once the film starts, the smirks and grins quickly turn into looks of fear. The students watch a train crash into a station wagon stalled on the tracks with a couple and their small daughter inside. It's a simulated crash; dummys have replaced the people in the automobile, but the train, the automobile and the damage are real.

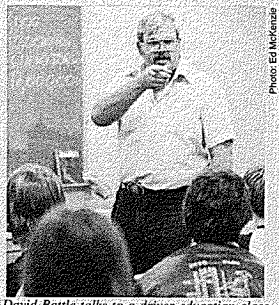


Photo: Ed McKenzie

David Battle talks to a driver education class about railroad-highway grade crossing safety.

Other accidents are shown. The pictures are not pretty, but the message is clear: Look, listen and live. A 3,000-pound automobile always loses when it collides with a 6,000-ton train.

"The Operation Lifesaver message is important for anyone who drives," Battle says. "And it's especially important for young adults who are getting behind the wheel for the first time. If I can make an impression on them now, it might last a lifetime and save someone's life."

"In 1983, over 125,000 folks saw the Operation Lifesaver program in Texas—50,000 in the greater Houston area," says Rodney Stutes, an SP locomotive engineer and state chairman of the Operation Lifesaver Program in Texas. "Through speaking engagements, newspaper stories, and public service announcements, we're trying to increase awareness of grade-crossing safety." □

Our Wheels Move Wheels

SP's recent activities with the auto industry show that SP is a tough contender with the savvy to adjust to a dramatically changing market.

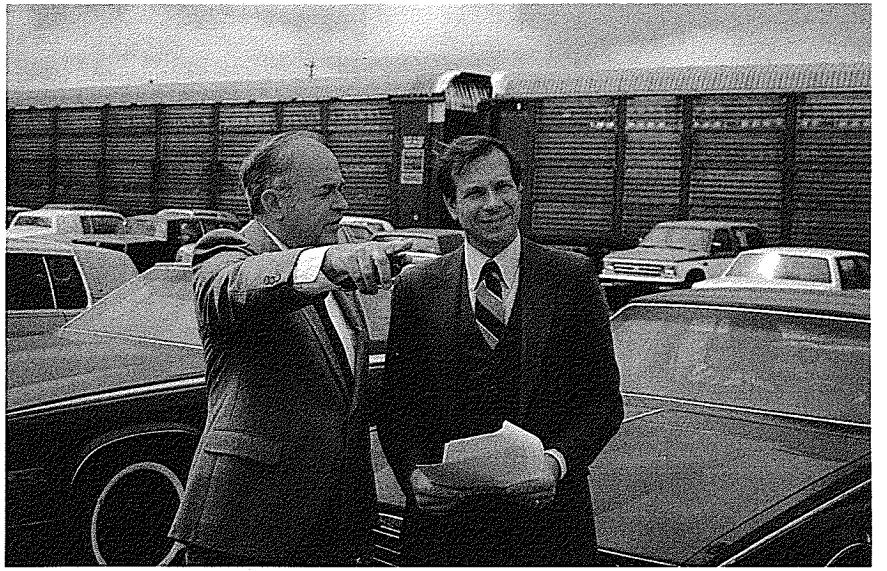
As of August, 1984, SP's vehicle and auto parts traffic segments were up 40 percent over August, 1983. SP expects to move over one million vehicles this year.

Much of this improvement is due to the economic recovery and its impact on the auto marketplace, of course, but tellingly, SP's market share among western railroads has increased during 1984. SP hauls about 10 percent of all the autos sold in the United States, and if ton miles instead of carloads were the basis for market share, SP's would be even larger because this railroad's automobile hauls are so long.

America's love affair with the automobile—and the freedom and mobility it gives us—began with the turn of the century. Southern Pacific's relationship with the industry is not quite as old, but there's a respectable degree of seniority involved.

SP first began hauling autos west in 1931, and PMT Auto Transport, an SPTCo subsidiary, has been moving cars over the highway since 1936. Via SP, auto manufacturers ship cars from eastern assembly plants to California as well as to other major western and southwestern markets. SP is the largest carrier of vehicles to the West Coast.

In the last five years, economic and market conditions have forced the domestic automobile industry to make decisions about closure of assembly plants. These decisions have had huge impacts on this railroad. For example, two SP-served GM plants in California—at Fremont and



Below: *As members of SP's Marketing Department, Dick Middaugh, group manager, automotive and machinery (left), and John Kamola, product manager, domestic vehicles, look for new business opportunities in a changing world. The two have over 50 years of experience in the automotive industry between them.*

at Southgate—closed. Although the plant at Fremont will re-open due to a joint venture between GM and Toyota, these were sad events for both companies and for thousands of people.

Still, thousands of GM cars head west from eastern assembly plants via SP. Firebirds and Camaros are produced for much of the nation at GM's plant near Los Angeles, one of only two in Camaro/Firebird production. These popular models head east via SP, as does GM's new Japanese import for distribution in the east, the Chevrolet Spectrum.

Says Dick Rayley, asst. vice president–automotive with offices at Detroit, "Although the domestic manufacturers continue to be our largest volume customers, the auto market has changed. It has become a world market, with the U.S., European and Japanese producers competing strongly in both price and quality for the consumer. We at the SP are dedicated to providing our customers with a high quality transportation package to meet the challenge of their competition."

New opportunities, involving both domestic and international manufacturers, are appearing on SP's horizon. Our Marketing and Sales Department responds in a timely and customer-oriented manner.

Under terms of a new contract, in early January, 1984, SP opened up a spacious, modern, and efficient auto loading and unloading facility at Benicia, Calif., in the San Francisco Bay Area for Ford. This automobile and truck deramping point will handle thousands of vehicles each year. "SP is especially proud to be able to meet our customer's needs in this fashion," says John Kamola, product manager–domestic vehicles.

Photo: Chuck Fox



Some members of Product Management's automotive team at San Francisco: Don Carothers, product manager machinery; Ned Schroeder, asst. product manager import vehicles; Ferd Lucky, asst. product manager domestic vehicles; and Richard Tierney, product manager import vehicles.

"To get the contract, we just listened to what Ford really wanted," he recalls. "We had people from Sales, Product Management, and Damage Prevention and Loading Services talk to Ford about our service, equipment and price."

California is the largest auto market in the U.S. One auto in 10 sold in the United States is bought by a Californian. Imports, especially from Japan, have long been a common sight on California freeways.

International auto manufacturers are betting they can sell even more cars in the eastern United States in years to come, which opens up opportunities for Southern Pacific.

Forty percent of Japanese imports come through the southern California ports of Long Beach, Los Angeles and Port Hueneme. Except Subaru, whose main office is in Denver, every Japanese auto manufacturer has its U.S. headquarters in Los Angeles, partly because of the imports' strong performance in California.

About 15 months ago, the Pacific Southwest Sales Territory, which includes Denver, was re-organized along commodity lines. The new arrangement means that our southern California experts in automotive needs call on the importers.

The strategy is paying off. In the past year, the railroad took important steps toward minimizing its surplus of empties on the West Coast. The railroad has a good east-west balance on movements of multilevels in southern California, partly due to contracts negotiated by our auto specialists, Long Beach's Jack Myers, district sales manager, and Los Angeles' Mike Kolodziej, area sales manager.

In the first quarter of 1984, only five percent of our fully enclosed tri-levels leaving Los Angeles were empty. The rest were loaded with Nissans, Hondas and GM's Camaros or Firebirds.

Myers' and Kolodziej's work is part of a larger strategy. "In general, what we'd like to do on the international scene," says Dick Middaugh, group manager, automotive and machinery, "is pick up the European imports at the Port of Houston and obtain the Pacific Rim imports at West Coast ports and run land-bridge trains in both directions."

In the next few years, Korean imports may appear in the U.S. Before the cars are loaded onto freighters, SP representatives will have explained the advantages of unloading them at western ports, then shipping via SP to eastern markets.

Middaugh, a 35-year veteran of the auto industry, has a map of Japan in his office. With a gesture, he can point out the location of the assembly plants of the Japanese manufacturers.

The two land bridge long hauls would replace shipping through the Panama Canal. SP has been devising competitive cost packages to replace shipping through the Canal since 1978. The decision process by which an international auto company moves from ocean freighters to land bridge movements involves many complex issues. However, SP's hard work with the international auto manufacturers is starting to pay off.

"Besides our staff here in the U.S., I have to credit Allen Andersen, our East Asia manager in Tokyo, for much of the progress we're making. He keeps Japanese home office personnel apprised of our policies and prices, and us informed of their top management's changing attitudes toward land bridge transportation," says Jack Edwards, senior vice president, Marketing and Sales.

Also on the international scene: Domestic manufacturers are using assembly plants in Mexico to build cars for the American market. Through at least two of its seven gateways to Mexico, SP will be moving these to market in our multilevels. SP also moves auto parts to and from domestic and Mexican origins and destinations.

International auto manufacturers are operating plants in the United States. SP is participating in auto part moves from Los Angeles to Nissan's Smyrna, Tenn., plant and to Honda's Marysville, Ohio, plant and hopes to do the same for a new Mazda plant to be built in the U.S. at a site yet to be determined.

The basic message SP is sending automotive manufacturers foreign and domestic is that this railroad is trying to anticipate their changing needs, whether for route, equipment, market penetration, price or schedules. As Middaugh says, "Like consultants, we look at the forces in the industry and try to be where the auto industry is going—with a plan." □

Photo: Andrew Sacks



At Detroit, auto experts present SP's case to the domestic auto industry. Left to right are Dick Rayley, asst. vice president–automotive; Mark Johnson, account manager, automotive; and Jim Farr, auto equipment and service manager, with Liz Kolodziej, secretary.



In southern California, Jack Myers, Long Beach district sales manager (left), and Mike Kolodziej, Los Angeles area sales manager, have their minds on land bridge transportation. They work with representatives of Nissan, Honda, Mazda, and Toyota, to name only a few. An important accomplishment of the past year: helping balance east-west flows of enclosed tri-levels.



In the sun, the cars glisten like diamonds, but they're not in the rough. They've just come from the east on SP to the Bay Area. Making sure vehicles are loaded or unloaded properly on our multilevels is the job of SP's Bob White, manager–loading services and freight claims.

Improving Our Product

When it comes to the automotive market, SP sales representatives have a number of innovations to brag about.

Vandalism is an old problem with some new solutions. SP has enclosed most of its multilevel fleet to protect this valuable cargo, thus reducing the cost of claims. And last fall, SP placed a rebuilt baggage car into auto trains as a prototype "police surveillance car." Its bubble windows allow special agents in the car to view multilevels in transit and report evidence of wrongdoing via radio.

Says Bob White, manager–loading services/freight claims and SP's troubleshooter on vehicle damage prevention, "In 1982, we paid out over $700,000 in claims for theft and vandalism; in 1983, over $540,000. Through June '84, we've paid out less than $100,000.

"Besides our enclosed equipment and our excellent police work, I credit the training our department does and our inspection programs which pinpoint the real responsibility for damage. Our training programs are sophisticated and, furthermore, they're not limited to SP personnel. I just got back from Mexico and training sessions for the loaders at one of the assembly plants there."

Before joining SP in 1980, White was manager–vehicle damage prevention for the AAR for nine years.

One very obvious way to make railroads more productive is the reduction of empty backhauls. SP is encouraging the auto industry to use disposable and collapsible containers to hold auto parts in transit. If a given amount of packing materials could be returned to origin in one car instead of 10, the other nine would be released for new loads at destination instead of having to return carrying bracing and empty bins, racks and containers.

Reloading multilevel cars is more than a question of placing any multilevel in the right place. Certain multilevels and tie down hooks will do for one kind of vehicle but not another. With other railroads, SP is participating in efforts to standardize the railcars and to develop a universal tie down hook (this last was one of White's major efforts with the AAR). Wherever possible (even with so much incompatible equipment) improved multilevel utilization is still feasible. SP and other railroads reload multilevels promptly. Last year, 11.8 million empty miles were avoided, and SP was responsible for 20 percent of them, an above average score.

In conclusion, Southern Pacific is dedicated to meeting the needs of our automotive customers. The company has a long tradition of being an efficient leader in the industry and we do not intend to rest on our laurels. □

Snow Sheds in the Sierra



Photo: Richard Steinheimer

Roseville B&B Supervisor Dick Carter was in charge of the dozen-man crew that carried out this summer's shed rebuilding project.

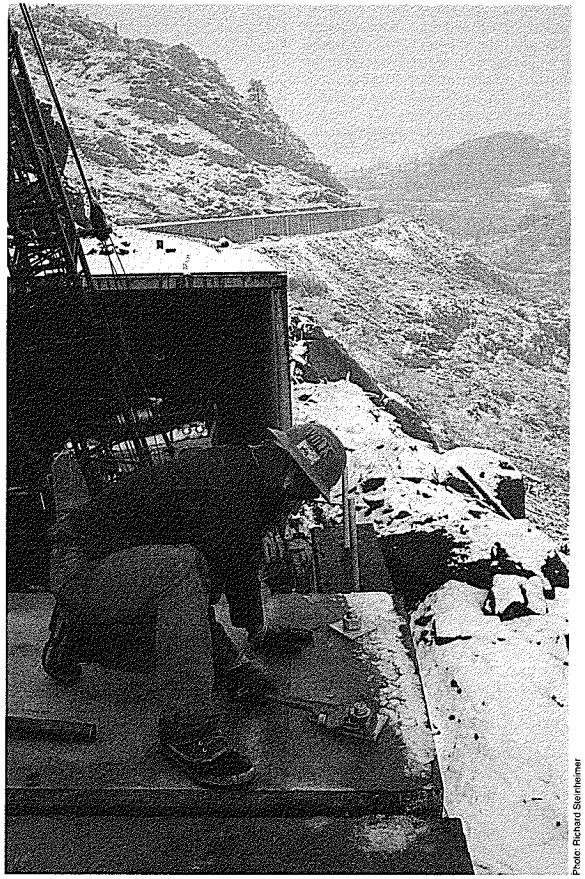


Photo: Richard Steinheimer

Winter comes early to the Sierra Nevada, and the railroad raced with time to complete the rebuilding of the longest snow shed on the SP system. Tightening roof bolts after an early October snow is Mike Ivanusich, B&B carpenter.

An era is coming to an end in the Sierra Nevada, at least as far as railroaders and history buffs are concerned. The 37 miles of timber snow shed first begun in 1868-69 by the laborers of the Central Pacific are almost completely demolished. The railroad is well into the era of concrete sheds.

As equipment and techniques for fighting snow became more successful, the 37 miles of shed gradually came down. By 1925, 21 miles remained; by 1940, only eight. But even today, with all the efficiency of flangers, spreaders and diesel-electric rotary snow plows, snow sheds are not an idea whose time has quite gone.

Over the last 100 years, railroaders at Norden (at elevation 6,882 feet in the Sierra) recorded average annual snowfall of 413 inches or about 35 feet. The snowiest winter since records began being kept in 1880 was 1982-83, when 796 inches (over 66 feet) was the seasonal total. In heavy winters, there are often 12 to 20 feet of snow on the ground at Norden.

Snowfall statistics only begin to tell the challenge of keeping the Sierra line open. Along some SP tracks in the Sierra, the right of way is carved out of the mountainside, and on the uphill slope may lie hundreds of feet of snow, ready to slip down as soon as snow plows clear the track. There, timber is being replaced by pre-stressed concrete. On both eastbound and westbound track, 16 timber snow sheds have already been entirely or partially rebuilt, for a total of about 9,000 feet of track under concrete compared to about 3,000 feet still under timber.

These sheds are along the 22-mile stretch of track from Mile Post 177 over the Sierra summit to MP 199—or from Cisco to about 10 miles west of Truckee, Calif. (There are also about 17,000 feet of track under 15 tunnels, mostly on eastbound track.)

Original construction of the timber snow sheds was an effort of heroic proportions. About 2,500 laborers began work in the Sierra Nevada in 1868, and work continued until 1873 along 40 miles of track ending near Truckee. In all, building the 37 miles of snow shed took about 65 million feet of timber and 900 tons of bolts and spikes. The cost? Two million dollars. To the extent that comparisons are possible, that would come to $58 million in today's dollars, assuming three percent annual inflation.

Between Mile Post 177 over the Sierra summit to MP 199, about 16 timber snow sheds have been entirely or partially rebuilt. About 9,000 feet of track is protected by concrete; 3,000 by timber.

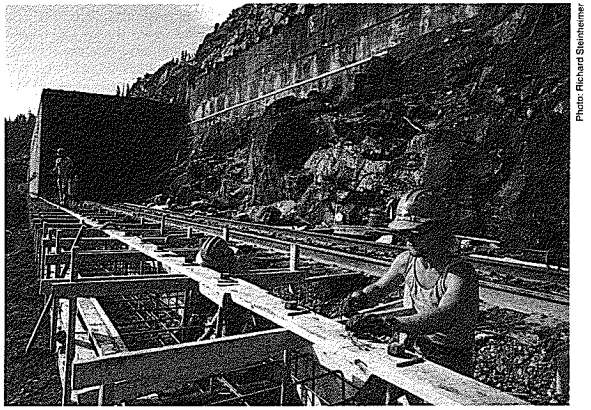


Photo: Richard Steinheimer

In July, Carpenter Al Weise, Jr., (foreground) worked on the footings for the lower shed wall. Portions of the Chinese Wall are above his head and to the left.

All that money and all that work and still, timber snow sheds left a lot to be desired. In dry weather, the snow sheds were fire hazards, especially in the day of steam operation. In wet, they were vulnerable to rot or collapse under the weight of snow. They made work in the locomotive cab so hot and uncomfortable due to lack of ventilation, that a new locomotive, the cab forward, was designed for work on "the hill," as the Sierra route is still called.

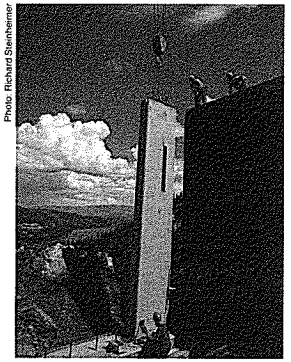
So even in the last century, the railroad did not embrace the idea of snow sheds with enthusiasm. In fact, in 1887, the man in charge of their construction, Superintendent of Bridge and Building Arthur Brown, said the expense was "almost appalling and unprecedented in railroad construction, [but] there seemed to be no alternative."

Today's pre-stressed concrete alternative to timber snow shed is one modern railroad engineers welcome. The new sheds are stronger, they won't burn, and they require minimal maintenance.

Last summer, at a cost of about a half-million dollars, a force averaging about 12 men installed 491 track-feet of concrete panels above the westbound line at elevation 6,952 feet. The site is on the eastern side of the Sierra summit (elevation 7,017 feet, the highest point on the SP system) and overlooks California's beautiful Donner Lake. The work completed the rebuilding of 2,841-foot-long Shed 37, the longest on the system.

The new concrete side panels are four and a half feet wide and 23.5 feet tall. For

Photo Richard Steinheimer



At top, Welder George Schwartz (left) and Carpenter Dave Banducci help install the first vertical panel of the summer. Assisting below is Carpenter Bob Michel. Donner Lake lies in the distance at left.

Photo Shirley Burman



Crane Operator Chuck Bain's careful placing of materials helped the project move smoothly.

the sake of ventilation, every fifth one has a vertical slit. Except for these, the side panels weigh about six tons. The roof panels are even bigger, at four and a half by 33 feet. They weigh more than six and a half tons.

Roseville Bridge and Building Supervisor Dick Carter is in charge of the project. From July on, he and the crew were up in the Sierra at least four days a week. In the beginning, the weather was warm and glorious, but by October, the first snows had fallen even though San Francisco was experiencing record-breaking high temperatures less than 200 miles away.

Carter says, "The first thing we did, once the timber sheds were gone, was dig out the site. This year we were building against the old 'Chinese Wall' and had to do a little blasting to gain modern clearances. Otherwise, this summer's work was a little simpler than that of earlier summers because there was no back work to do."

The back work Carter mentioned is the filling in of the space (with light weight concrete) between tunnel and mountainside. The Chinese Wall, the work of Chinese laborers during original construction of the Central Pacific, is made of huge blocks set in place to form a right angle to the track. Even today, the original labor serves a purpose by minimizing the need for back work.

According to Carter, a lot of skill was required to build the lumber forms for the footings for the panels. After the concrete footings were set and the wood stripped away, the crew had a 40-ton locomotive crane install the heavy panels. Finally, they built forms between the panels and placed more cement to make a continuous surface in the tunnel walls.

Next summer, a Bridge and Building gang will install 360 track-feet of concrete panels to rebuild 800-foot-long Shed 38. Shed 37 and Shed 38 are separated by a 205-foot tunnel through an outcropping of rock, a typical phenomenon in snow shed country.

When the 1985 work is done, the shed rebuilding project will be complete for the foreseeable future, even though some timber will remain in service. But some day, concrete sheds will be the only thing left railroaders can call "the barn," the label oldtimers gave the timber snow sheds. □

They've Put the Sun to Work on the Railroad

Signal engineers are finding that in some places the most economical source of power may be 93 million miles away. They have installed over 25 solar-powered devices in isolated spots from Oregon to Texas to Arkansas.

In general, signals and detector devices use very little power, less than it takes to light a 60-watt bulb. The cost of buying that amount of power from a local utility is very low, but in isolated areas, SP cannot obtain it without major expenses for power lines out to rail installations. Non-rechargeable batteries also provide railroad signals with power, but they are an expensive proposition.

To avoid these expensive alternatives, the Signal Department installs solar panels. The panels usually power signals and detectors in desert and mountainous areas where, not only has there been no residential or commercial development, there is none anticipated. There's the Mojave Desert in southern California, along the Palmdale Cutoff, a spot so dry that even the most ambitious landowner couldn't imagine much increase in land value, except for mineral rights.

Between Colton and Mojave, the railroad has seven electronic coded track circuit repeaters, the greatest concentration of solar-powered devices in SP territory. These are part of the signal system that prevents one train from overtaking another.

The Signal Department also installs solar panels in areas where commercial power may be unreliable. On the line over the Sierras, there are three solar-powered devices: a signal and a dragging equipment detector near Cisco and a track circuit near Newcastle. These are said to be the most scenic sites for solar-powered installations on the system.

Bob Simmons maintains signals from Norden to Midas, Calif., a territory entirely in the Sierra Nevada. He says, "We have a solar panel at Cisco that sees a lot of snow every winter.

"After every major storm, the commercial power used to come down. I used to have to walk the pole line at all hours looking for the problem. Since the solar panel went up about two years ago, I haven't had a single midnight call. I haven't minded it a bit."

Once installed, solar panels have almost no maintenance expenses, except for monthly inspections for vandalism, but Simmons checks the detector once a week.

"I take a four-wheel drive to about one-half mile of the panel, then walk in the rest of the way along the track.

"Fall is the most beautiful time of year at Cisco. The aspen and cottonwood trees have their fall color. Some of the leaves have fallen, so you can see the Yuba River and Interstate 80 down in the canyon.

"Winter is the roughest time. The elevation is about 5,500 feet and the snow can be as deep as 16 feet. I use a snow cat to get around—that's a four-man vehicle with bulldozer-type tracks."

Solar panels rely on the sun's energy, or photons, to change the electrical charge in silicon crystals. This establishes a weak electric current in a photovoltaic cell. The more power a signal or detector requires, the more photovoltaic cells must be put up, and the larger and more expensive the installation is. Solar power installations for signals are larger and more expensive than those for dragging equipment detectors, for example, because signals use more power. Wherever they are and whatever they are for, the panels must be large enough to store power for a 30-day siege of sunless weather.

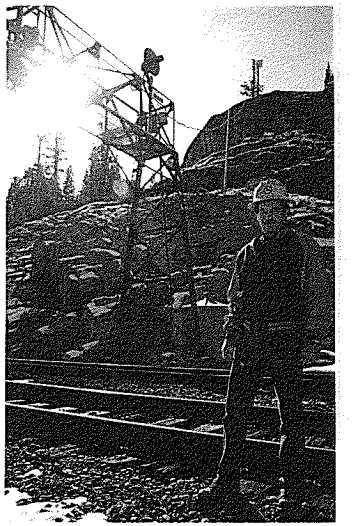
Therefore, the likeliest locations for solar power are sunny. Solar panels in rainy, cloudy areas have to be larger (and therefore more expensive) to produce the same power as smaller panels in sunny locations.

Initially, signal engineers might be unenthusiastic about solar powered installations in Louisiana or western Oregon, because with comparatively few hours of sunlight, many expensive photovoltaic cells would be required to harvest solar power. "But if the alternative was a $35,000 power line, solar power might still be our best bet," says Jean Turner, manager of engineering–signals at San Francisco. "It's all a question of economic alternatives."

Growth in the solar power industry has lead to economies of scale in the manufacture of solar power components. Suppliers are passing the savings on to purchasers. It costs the railroad less than ever before to tap solar power by installing an array of photovoltaic cells along the track on a 15-foot-high pole. Still, solar panels cost a lot, typically $2,000 for solar power for a dragging equipment detector or $10,000 for an automatic signal.

Signal engineers like Turner and Glenn Wilson, engineer of signals at San Francisco, anticipate cost reductions in the years to come.

Says Turner, "Today each kind of solar-powered device we use costs half as much as it did in 1979, when we first started installing them. We expect the prices to continue to drop gradually and to purchase more systems over the next few years. Since the alternatives—batteries, our own power lines or high maintenance as at Cisco—will continue to become more expensive, the use of solar power is becoming more and more attractive from an economic standpoint." □



Signal Maintainer Bob Simmons appreciates the reliability of the solar-powered signals and dragging equipment detector at Cisco in the California Sierra. Since the solar panel (way above Simmon's head, attached to the signal by a power line) went up two years ago, it's kept the signals working come rain, snow, ice or wind.

Management Moves



Johnson



Yarberry



Grady

Finance

Eric L. Johnson has been appointed vice president—finance of the Southern Pacific Transportation Company with responsibility for finance, accounting and budgets.

Johnson, vice president and controller since 1980, originally joined SP in 1956 as a cost analyst in the Bureau of Transportation Research. In 1968, he was appointed assistant to the general auditor, moving up to assistant controller in 1974 and controller in 1979.

Lawrence C. Yarberry has been appointed controller after a 20-year career with Southern Pacific. He joined the company in 1964 and held a variety of accounting positions before being named assistant controller in 1980.

Edward Grady has been named SPTCo treasurer. Grady joined the SPTCo Treasury Department in 1959 and moved through a variety of positions until appointed assistant treasurer in 1974.

These appointments are effective Dec. 1. Dave Smith, vice president and treasurer of SPTCo until Dec. 1 becomes director of finance with Santa Fe Southern Pacific on that date. □

Stricklin Retires from LS & FC, Barker Moves Up

John Stricklin, assistant vice president Loading Services and Freight Claims, retired in September after 43 years of railroad service. **James Barker,** former general manager of DP&FC, was named to replace him.

Stricklin began his railroad career as a clerk with the Pacific Electric in Los Angeles and held a wide variety of positions in damage prevention work in Los Angeles, Houston and San Francisco. He was named manager of Damage Prevention and Loading Services at San Francisco in 1977 and promoted to assistant vice president Loading Services and Freight Claims in 1982 when the damage prevention and freight claims functions were merged.

Stricklin took an active role in industry-wide damage prevention efforts. He served as a member of the management and damage prevention committees of the Association of American Railroads and as chairman of the 1984 International Conference on the Handling of Perishable Agricultural Commodities.



Stricklin



Barker

Barker has spent his entire career in damage prevention and freight claim work, beginning at San Francisco as a clerk in the Freight Protection Department and progressing through a variety of damage prevention positions to general manager of his department. □

Appointments

FINANCE: At San Francisco: **D. E. Enright** *to asst. vice president;* **Ms. Leslie D. Richl** *to assistant to vice president finance;* **V. K. Wise** *to assistant to vice president budgets.*

MARKETING AND SALES: At San Francisco: **M. J. Baldini** *to transportation analyst;* **R. S. Goerss** *to asst. product manager grain;* **J. Halog** *to asst. manager systems development;* **Ms. P. B. Jackson** *to transportation analyst;* **A. H. Lindstrom** *to manager equipment planning equipped boxcars;* **F. A. Lucky** *to asst. product manager domestic vehicles;* **K. F. Ryan** *to transportation analyst government traffic;* **E. C. Shroeder** *to asst. product manager import vehicles;* **R. L. Tierney** *to product manager import vehicles.*

Loading Services and Freight Claims: At San Francisco: **G. P. Aramaki** *to asst manager;* **E. J. Carey** *to manager;* **K. F. Courtz** *to general manager;* **F. Gonzales** *to asst. supervisor;* **D. S. Hall** *to manager;* **R. L. White** *to general manager.*

PURCHASES & MATERIALS: At San Francisco: **R. P. Armstrong** *to administrative manager;* **at Los Angeles: D. J. Mulvany** *to district manager;* **H. E. Palmer** *to asst. district manager.*

Retirements

GENERAL OFFICE, SAN FRANCISCO: J. B. Alerton, *clerk;* **J. H. Bean,** *senior bookkeeper;* **E. R. Cohen and M. Derivision,** *clerks;* **P. A. Flood,** *secretary SPID;* **M. C. Kayden,** *assistant chief clerk;* **L. C. Knezovich,** *clerk;* **E. B. Meadows,** *assistant general claims manager;* **V. C. Routbort,** *cashier;* **J. M. Stricklin,** *assistant vice president-LS&FC.*

HOUSTON DIVISION AND REPAIR PLANTS: W. H. Brewer, *locomotive engineer;* **M. Curtis,** *laborer;* **W. F. Garmon,** *yardmaster;* **C. C. Hensley,** *foreman;* **J. E. Hurley,** *clerk;* **A. W. Hall** and **E. J. Janota,** *conductors;* **W. H. Lesikar,** *locomotive engineer;* **L. R. Moreno,** *carman;* **W. D. O'Neill,** *conductor.*

LAFAYETTE DIVISION: E. Fontenot, *laborer;* **J. A. Knight,** *chief clerk;* **A. P. St. Martin** and **L. L. Weidert,** *locomotive engineers.*

LOS ANGELES DIVISION AND REPAIR PLANTS: S. J. Eels, *electrician;* **A. E. Gailey,** *brakeman;* **T. W. Hall,** *conductor;* **R. R. Hamilton,** *engine foreman;* **C. Lowden,** *motor truck operator;* **C. A. Messier,** *switchman;* **J. Moreno** and **R. P. Pimentel,** *laborers.*

OREGON DIVISION: C. J. Dent and **W. A. Haek,** *locomotive engineers;* **N. E. Gerety,** *equipment installer;* **J. E. Longfield,** *carpenter;* **J. D. Story,** *clerk;* **C. L. Tie,** *assistant B&B foreman.*

SACRAMENTO DIVISION AND REPAIR PLANTS: W. W. Carlson, *motorcar mechanic;* **C. L. Clayton** and **D. L. Hunter,** *clerks;* **J. R. Presser,** *mechanic;* **J. F. Schoenberg,** *blacksmith;* **B. G. Valencia,** *painter.*

SAN ANTONIO DIVISION: M. K. Ballenger, *secretary;* **N. L. Locker,** *clerk.*

SAN JOAQUIN DIVISION: D. F. Barbato, *engine foreman;* **W. E. Elliott,** *signal inspector;* **J. R. Schwartz,** *chief clerk;* **C. H. Sotelo,** *truck driver.*

TUCSON DIVISION: E. O. Alvarez and **B. C. Jack,** *laborers;* **G. V. Fimbres,** *wire chief;* **A. G. Market,** *mechanic;* **B. F. McSherry,** *switchman;* **E. E. Meador,** *conductor;* **J. Perry,** *machinist;* **R. Paz** and **J. C. Salcido,** *motor truck operators;* **W. L. Satterfield,** *conductor;* **S. L. Showalter,** *engine foreman;* **D. Silva,** *electrician;* **J. A. Tolliver,** *brakeman.*

WESTERN DIVISION: E. Alston, *painter;* **R. J. Costa,** *conductor;* **J. R. Duncan,** *carman;* **R. M. Emerick,** *janitor;* **F. C. Gutierrez,** *laborer;* **W. D. Haynie,** *industry clerk;* **W. D. Hoyt,** *equipment installer;* **C. C. Ireton,** *yardmaster;* **A. I. McKasson** and **E. J. Meiswinkel,** *locomotive engineers;* **J. R. Olvera,** *laborer;* **B. Perkins,** *conductor;* **J. J. Vargas,** *engine foreman.*

COTTON BELT: *Pine Bluff Division:* **C. L. Crow,** *carman;* **D. J. Dodd,** *brakeman;* **C. M. Garman,** *hostler;* **F. W. Gleason,** *clerk telegrapher;* **Y. C. Kelley,** *carpenter;* **W. P. Rowe,** *engine foreman;* **R. C. West,** *locomotive engineer.* *Kansas City Division:* **J. R. Moon,** *WS mechanic;* **A. P. Perez,** *laborer.*

Deaths

DALLAS DIVISION: L. W. Keeling, *microwave supervisor-Communications.*

GENERAL OFFICE, SAN FRANCISCO: J. D. Cauthen, *patrolman;* **J. M. Miller** *clerk;* **H. M. Peterson,** *steno-clerk.* **Pensioners: C. D. Adgate,** *clerk;* **H. C. Chan,** *rate clerk;* **M. W. Clanton,** *calculating machine operator;* **J. W. Clapperton,** *lead distribution clerk;* **G. D. Frey,** *distribution clerk;* **M. R. Hodgkinson,** *clerk;* **A. L. Huillade,** *special accountant;* **S. C. Keen,** *assistant chief clerk;* **M. A. McIntyre,** *assistant vice president-Personnel;* **E. N. O'Connell,** *assistant chief clerk;* **T. E. Petersen,** *clerk;* **V. C. Routbort,** *senior cashier;* **J. E. Savage,** *wire chief;* **H. C. Sigrist,** *credit clerk;* **B. R. Shierioh,** *traffic service clerk;* **G. I. Thurston,** *tea room attendant;* **G. C. Vintin,** *appropriation clerk;* **G. F. Walker,** *clerk;* **B. H. Watkins,** *senior rate & divn. clerk;* **L. M. Wedde,** *secretary.*

HOUSTON DIVISION AND REPAIR PLANTS: R. E. Smith, *engineer.* **Pensioners: C. Brionez,** *laborer;* **F. H. Clayton,** *switchman;* **T. E. Davenport,** *clerk;* **J. T. Dodgen,** *conductor;* **A. Flowers,** *machinist;* **R. L. Gillaspy,** *sheet metal worker;* **H. J. Grady,** *switchman;* **R. H. Gregory,** *locomotive engineer;* **A. E. Haas,** *secretary-clerk;* **E. J. Hoffer,** *agent;* **W. W. Holmes,** *stenographer-clerk;* **R. J. Keller,** *assistant manager-Purchasing & Services;* **E. J. Kocian,** *carman;* **C. H. Lowe,** *assistant division engineer;* **J. Luzie,** *night watchman;* **M. J. McCollum,** *I.S.C. clerk;* **O. L. McCullough,** *locomotive engineer;* **J. Moore,** *boilermaker welder;* **E. Oliver,** *carman helper;* **B. J. Purtle,** *signal maintainer;* **M. Ramos,** *foreman;* **R. Rios,** *laborer;* **J. D. Russell,** *locomotive engineer;* **H. L. Smith,** *stevedore;* **H. W. Snell,** *assistant warehouse foreman;* **D. M. Speights,** *supervisor welding-Engineering;* **K. C. Stevens,** *yardmaster;* **C. H. Taylor,** *motor car repairman;* **E. Zarco,** *boilermaker.*

LAFAYETTE DIVISION: H. J. Martin, *switchman.* **Pensioners: W. Batiste,** *laborer;* **E. B. Bougere,** *compt-tometer operator;* **J. I. Broussard,** *crossing flagman;* **R. P. Brown,** *clerk;* **A. J. Couget,** *brakeman;* **P. Frieu,** *engine foreman;* **J. A. Hilaire,** *laborer;* **M. S. Holtemen,** *cashier;* **A. B. Jeoffroy,** *foreman;* **E. A. Jeunesse** and **D. C. Reeves,** *clerks;* **E. J. Puderer,** *locomotive engineer;* **H. J. Steinhauser,** *brakeman.*

LOS ANGELES DIVISION AND REPAIR PLANTS: A. M. Ferris, *electrician;* **J. Marlow,** *chemist;* **E. D. McVoy, J. Sias** and **G. H. Stoermer,** *switchmen;* **E. L. Stratton,** *senior clerk.* **Pensioners: J. Agron,** *electrician;* **W. D. Anderson,** *patrolman;* **R. E. Betts,** *traveling mechanic;* **L. C. Boals,** *conductor;* **D. R. Burleigh** and **D. A. Cain,** *locomotive engineers;* **A. Calders,** *freight carman;* **R. C. Church,** *brakeman;* **R. R. Corey,** *freight agent;* **H. J. Connors** and **H. E. Dykeman,** *switchmen;* **F. L. Danforth,** *locomotive engineer;* **P. R. Gonzales,** *machinist;* **L. J. Grey,** *conductor;* **A. H. Gross,** *fireman;* **G. E. Halverson,** *electrician;* **T. J. Hargadon,** *agent;* **E. F. Harr,** *foreman;* **H. Henderson,** *janitor;* **H. H. Howey** and **E. W. Lind,** *switchmen;* **A. Jeffery,** *coach cleaner;* **W. W. Johns,** *chef;* **D. E. Margason,** *conductor;* **J. Marino,** *sheet metal worker;* **G. W. Marsh,** *locomotive engineer;* **J. R. McDonald,** *traveling auditor;* **G. F. Meichelbock,** *machinist;* **J. P. Montague,** *engine foreman;* **G. H. Murrietta,** *car inspector;* **C. V. Page,** *yardmaster;* **L. C. Platz,** *assistant terminal agent;* **C. R. Reza,** *laborer;* **S. Schluer,** *stenographer;* **V. J. Scibetta,** *machinist;* **N. Sigman,** *painter;* **W. R. Smoot,** *yardmaster;* **P. J. Sorrentino,** *car inspector;* **F. L. Stroud,** *locomotive engineer;* **G. J. Tessandori,** *sheet metal worker;* **F. E. Titchener,** *revising clerk;* **A. M. Torres,** *switchman;* **J. D. Woodside,** *clerk;* **N. M. Wray,** *hostler;* **G. F. Wyrick,** *machinist;* **O. E. Zatezalo,** *station clerk.*

OREGON DIVISION: Pensioners: H. Bland, *conductor;* **K. E. Boehmer,** *regional work equipment manager;* **L. K. Burback,** *locomotive engineer;* **A. E. Clifford,** *traveling motor car mechanic;* **E. J. Dukeshire,** *laborer;* **A. Ezell,** *road car inspector;* **F. M. Fults,** *machinist helper;* **C. J. Gent,** *station master;* **R. W. Hall** and **S. L. Hebard,** *conductors;* **A. P. Harris,** *locomotive engineer;* **R. D. Hines,** *clerk;* **V. L. Howard,** *laborer;* **E. P. Lemke,** *fuel oil attendant;* **S. Mata** and **N. Mosqueda,** *laborers;* **O. W. Nichols,** *conductor;* **H. M. Ross,** *foreman;* **R. J. Saltmer,** *carpenter;* **J. J. Schlintz,** *locomotive engineer;* **C. Tetzlaff,** *carman;* **F. L. Van Doozer,** *conductor;* **S. Vistica,** *freight carman;* **R. A. Weathers,** *chief clerk;* **J. M. Wooley,** *clerk.*

SACRAMENTO DIVISION AND REPAIR PLANTS: C. E. Cantlon, *engineer;* **E. R. Gardner,** *agent;* **E. J. Price,** *locomotive carpenter.* **Pensioners, S. Aguirre,** *laborer;* **E. A. Avila,** *carman helper;* **J. Baroja,** *sheet metal worker foreman;* **R. H. Brizzee** and **E. Brown,** *locomotive engineers;* **J. M. Bruscio,** *car inspector;* **F. L. Brucker** and **W. T. Coop,** *machinists;* **F. V. Corey,** *stenographer clerk;* **K. W. Denney,** *carman;* **H. E. Doss,** *electrician;* **J. E. Greeney,** *train clerk;* **B. J. Hardt,** *car inspector;* **A. J. Hewitt** and **W. A. Hunt,** *conductors;* **R. E. Jenkins,** *electrician;* **F. Jensen,** *switchman;* **D. Lang,** *machinist;* **J. G. Lopes** and **D. S. Lopez,** *laborers;* **D. B. Lopez,** *chief yard clerk;* **C. M. Magnussen,** *truck driver/crane operator;* **G. A. Mann,** *store attendant;* **R. J. Melford,** *painter;* **A. J. Nassi,** *machinist;* **F. Novella,** *machinist helper;* **A. Parenti,** *carman;* **M. P. Parisi,** *locomotive painter;* **B. Patterson,** *car inspector;* **A. F. Sanford.** *conductor;* **R. J. Schooling,** *switchman;* **J. Schumacker,** *mechanical inspector;* **J. Silva,** *pipefitter;* **J. H. Smith,** *locomotive engineer;* **R. G. Warwick,** *telegrapher clerk;* **H. B. Way,** *car inspector;* **A. A. West,** *assistant cashier;* **C. L. Yeakey,** *foreman;* **C. E. Yeargain,** *cashier.*

SAN ANTONIO DIVISION: C. E. Banks and **M. F. Pierce,** *conductors;* **R. S. George,** *clerk;* **R. Valenzuela,** *laborer-driver;* **E. M. Webb,** *brakeman.* **Pensioners: W. A. Bell,** *carman;* **Q. DeGerolami,** *secretary to superintendent;* **G. H. Franks,** *switchman;* **W. M. Flowers** and **J. L. Hill,** *locomotive engineers;* **J. L. Howdeshell,** *clerk;* **A. Jones,** *foreman;* **C. H. Lockhart,** *locomotive engineer;* **J. Meza,** *laborer;* **P. V. Riley,** *file clerk;* **H. W. Sowell,** *locomotive engineer;* **R. E. Sutphen,** *laborer.*

SAN JOAQUIN DIVISION: Pensioners: M. Delarosa, *fuel man;* **K. Hotta,** *laborer;* **G. M. Haley** and **E. F. McCumber,** *locomotive engineers;* **F. Ornelas, A. Orosco** and **A. P. Pina,** *laborers;* **L. L. Sturgis** and **R. T. Townsend,** *locomotive engineers;* **W. W. Warren,** *switchman.*

TUCSON DIVISION: P. A. Ortega, *track laborer.* **Pensioners: J. J. Balderramma,** *carpenter;* **A. T. Bartz,** *locomotive engineer;* **E. D. Berry,** *train attendant;* **I. L. Betancourt,** *machinist;* **H. G. Brenton,** *switchman;* **C. B. Brown,** *carman;* **C. D. Claridge,** *car inspector;* **F. J. Deon,** *brakeman;* **F. H. Esparza,** *sheet metal worker;* **R. L. Gonzalez,** *car inspector;* **H. A. Gregory,** *foreman;* **A. Hernandez,** *laborer;* **H. M. Kessel,** *sheet metal worker;* **S. J. Markakis,** *janitor;* **L. E. Martinez,** *lumber carrier operator;* **M. G. Morris,** *foreman;* **J. J. Pacheco,** *laborer;* **D. T. Piper,** *conductor;* **M. Seballos,** *coach cleaner.*

WESTERN DIVISION: A. P. Bianco, *passenger carman;* **N. A. DeRose,** *clerk.* **Pensioners: D. S. Acuna,** *shop car inspector;* **A. D. Adams,** *towerman;* **F. B. Avina,** *laborer;* **A. Biasotti,** *mill foreman-Engineering;* **R. Bonfoey,** *carpenter;* **R. L. Cardwell,** *file clerk;* **H. S. Clark,** *red cap porter;* **E. A. Corwin,** *locomotive engineer;* **F. A. Crusco,** *baggagemaster;* **A. S. Delfino,** *boilermaker;* **J. P. Eames,** *locomotive engineer;* **N. Edmonson,** *coach cleaner;* **G. H. Fair,** *senior assistant division engineer;* **M. E. Fuentes,** *laborer;* **D. W. Gaydon,** *locomotive engineer;* **J. W. Haskell,** *car inspector;* **A. L. Haynes,** *carman helper;* **D. H. Jase,** *cook;* **L. W. Johnson,** *traveling motor car mechanic;* **R. E. Johnson,** *chef;* **T. R. Kennedy,** *conductor;* **B. A. Logan,** *locomotive engineer;* **H. V. Lombard,** *carman;* **L. Lucacchini,** *foreladу flatwork ironer;* **F. T. Mistretti,** *car inspector;* **E. L. Moran,** *locomotive engineer;* **R. B. Noel,** *ticket clerk;* **E. W. Reid,** *passenger carman;* **I. W. Santry,** *switchman;* **F. Santos** and **E. W. Skeen,** *car inspectors;* **A. H. Smith,** *head claim clerk;* **L. J. Smith,** *yardmaster;* **W. A. Smith** and **C. F. Sturni,** *locomotive engineers;* **C. H. Spencer,** *car foreman;* **L. M. Stagnaro,** *motor vehicle messenger;* **R. J. Stucken,** *laborer;* **M. E. Supener,** *mail & baggage handler;* **R. Weichman,** *switchman;* **D. G. Williams,** *locomotive engineer;* **M. C. Ybarra,** *station cleaner;* **E. Young,** *track walker.*

COTTON BELT: E. J. Cheek, *switchman,* *Kansas City Division;* **H. B. Fife,** *regional B&B and Utility Manager,* *Pine Bluff Division;* **F. Westmoreland,** *brakeman,* *Pine Bluff Division.* **Pensioners: D. G. Shaffer,** *brakeman;* **J. A. Whitson,** *general agent-Traffic, Houston.*

OTHERS: Pensioners: J. F. Contreras, *laborer, SD&AE;* **N. L. Manuel,** *stenographer-Traffic, Winston-Salem;* **T. H. Martin,** *assistant station master, LAUPT;* **S. J. Stuart,** *assistant chief clerk, NWP;* **J. E. White,** *terminal manager, PMT, Tucson.*

Confidential Assistance

The Employee Assistance Program provides confidential assistance for troubled employees and their families. Help is available for problems with marriage, family, alcohol, drugs, law or money. You, or any member of your family, may seek help without jeopardizing your job, future or reputation. Counselors are located throughout the system and are on call 24 hours a day.

Oregon		
Eugene	Bob Taylor	(503) 484-4777
California		
Pasadena	Don Walsh	(213) 793-4275
Oakland	Brian Miller	(415) 465-5436
Sacramento	Murray Eyford	(916) 483-2118
Texas		
Houston	John Klein	(713) 868-6299
San Antonio	Cliff Melton	(512) 222-8315
Arkansas		
Pine Bluff	Karen Neal	(501) 534-4045



Birthday Celebration *Retired Cotton Belt President Harold McKenzie (center) celebrated his 80th birthday on October 11. More than 200 well wishers attended a surprise party for the man who led the Cotton Belt for 18 years until his retirement in 1969. One of the highlights of McKenzie's long career was his role as project engineer for the construction of the Pecos High Bridge on the Sunset Route, west of Del Rio, Texas, which was completed in 1944. He was presented with a photograph of the bridge with the 4449 and the World's Fair Daylight train passing over it. Retired Executive Representative B.B. Garrett (left) hosted the birthday dinner at his "Whistle Stop" Ranch. Mr. McKenzie's wife, Jewel, is pictured at right.* Photo: Jim Johnson

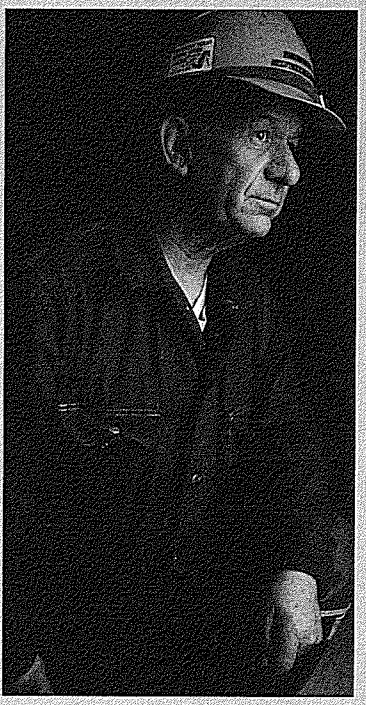


Photo: John Hopper

An Ace in the Car Department

"He's the Car Department's resident expert," says Les Lawson, trainmaster at El Paso. "Ask Quinones first. He knows everything anyone needs to know about railroading. There's a lot of knowledge in that man."

Carman Jesus Quinones has worked for Southern Pacific for 56 years. Quinones, who turns 75 on December 9, is a man who can fix anything, who has invented all kinds of gadgets to make work easier and he's never missed a day of work because of an injury.

"When we have a problem with our copper concentrate cars, he's the one we go to for advice and to figure out what's wrong," Lawson says. "He has a lot of knowledge. He's also very strong and agile for his age."

For everyday chores around the rail yard, Car Foreman Tom York calls Quinones the "blacksmith."

"Most of the things around here, he's invented," York says. "We tell him what we need and he makes it."

Next year, he says he's going to retire. But Quinones has said that for many years. His fellow workers will believe it when they see it. But for now, Jesus Quinones remains a well-respected, well-known institution at El Paso.

—Taken from a story by Charles Ellis in the El Paso Herald-Post

Southern Pacific Bulletin
One Market Plaza
San Francisco, CA 94105

Moving? Please report changes of address on form C.S. 2520 (available from your chief clerk) and send to Supervisor, Personnel Services, Southern Pacific, One Market Plaza, San Francisco, Calif. 94105.